

1923 at a LaGrange diner. The couple spent a remarkable seventy five years together until his death. Bernard lived his ideals through membership in the Knights of Columbus, Toastmasters, and the NAACP. His active life and positive attitude helped him make a difference everywhere he went.

Bernard was an asset to our community and will be greatly missed. My thoughts and prayers go out to Bernard's family and the La-Grange community during this time of mourning. I am certain Bernard's legacy will live on in the community for years to come.

His community minded spirit holds a lesson for all of us. I encourage all of my colleagues to join me in remembering Bernard Sims and the contributions he made to his community.

PERSONAL EXPLANATION

HON. W. TODD AKIN

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 27, 2001

Mr. AKIN. Mr. Speaker, on Monday, June 25, I missed three recorded votes because my flight from St. Louis was canceled. Had my flight not been canceled, I would have voted 'as follows on these three Resolutions:

"Yea" on H. Res. 160, calling on Communist China to release Li Shaomin and all other American scholars of Chinese ancestry;

"Yea" on H. Res. 99, expressing the sense of the House that Lebanon, Syria and Iran should call upon the Hezbollah to allow Red Cross representatives to visit four abducted Israelis presently held by Hezbollah forces in Lebanon; and

"Yea" on H. Con. Res. 161, honoring the 19 U.S. servicemen who died in the terrorist bombing of Khobar Towers in Saudi Arabia on June 25, 1996.

HIGH-SPEED RAIL INVESTMENT ACT OF 2001

HON. AMO HOUGHTON

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 27, 2001

Mr. HOUGHTON. Mr. Speaker, I am pleased to join my friend, Mr. OBERSTAR, and 123 of our colleagues, in introducing the bipartisan "High-Speed Rail Investment Act of 2001." We believe this bill is critical to getting high-speed rail projects started across the country and liberating our Nation's highways and airways from increasingly serious congestion. This legislation, a companion to S. 250 in the other body, is designed to put into place a federal program to support States in the development of high-speed rail. The House passed a similar bill in the 106th Congress.

Congestion on our highways and in our skies is at a crisis point. The cost to our nation in terms of lost productivity and wasted fuel could be as high as \$ 100 billion a year. This will only get worse as road and air travel continue to increase. We cannot resolve this problem simply by building new roads and new airports, the costs are enormous and in many places we simply do not have the space. Our rail system has fallen far below the standards of systems in most other developed industrial

countries. We have scarce fiscal and land resources and we must make more efficient use of our existing infrastructure. The rail lines are there already.

Our bill would build on the current rail infrastructure. The bill would authorize Amtrak to issue \$12 billion in bonds over the next 10 years for high-speed rail projects in up to 12 regional corridors identified by the Department of Transportation. The bond proceeds could be invested in high-speed rail rights-of-way, rolling stock and other capital improvements. Bonds could also be issued by Amtrak on behalf of any other qualified intercity passenger rail carrier with the approval of the Secretary of Transportation. The bondholders would receive federal tax credits in lieu of interest payments and the credits would be included in taxable income. States would provide at least a 20 percent match which would be deposited in a trust account to redeem the bonds, but Amtrak would remain ultimately responsible for repaying the principal. The state match would help ensure that only high priority projects are funded.

The bill provides that not more than \$1.2 billion in bonds could be issued in each fiscal year from 2002 to 2011. Also, not more than \$3 billion could be designated for qualified projects on the northeast rail corridor between Washington, DC and Boston, Massachusetts. In addition, not more than \$3 billion could be designated for any individual state for qualified projects.

We believe this proposed legislation is forward looking, cost-effective, and absolutely necessary if we are to ensure that our nation's transportation system can handle the expected growth in travel without being overwhelmed by congestion and gridlock. We encourage our colleagues to join us in cosponsoring this legislation.

COMMENDING LOUNSBERRY HOLLOW MIDDLE SCHOOL

HON. MARGE ROUKEMA

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 27, 2001

Mrs. ROUKEMA. Mr. Speaker, each and every day Americans are exposed to a deluge of negative images of our younger citizens. Television, radio and newspaper reports are replete with stories of the misdeeds of young Americans. Frankly, coverage of ringing alarm bells and scandal sells.

However, this kind of coverage does not tell the entire story. Nor is it fair to the millions of younger Americans who are doing good, helping their friends and neighbors and volunteering to improve their communities.

Therefore, Mr. Speaker, I rise this today to draw the attention of my Colleagues to the efforts of just one group of young people—the students at the Lounsberry Hollow Middle School. This weekend I was pleased and gratified to participate as the Vernon Township Fireman's Association honored this group of community-minded, energetic youngsters. Under the guidance of the Director of the School's "enrichment program", their outstanding teacher, Vernoy Paolini, the students at Lounsberry Hollow Middle School worked for over 2½ years to raise \$36,000 to help fire fighters do their lifesaving work.

These students in Vernon Township have set a record and a high standard for all of us to recognize.

Nearly three years ago, the students became interested in an emerging firefighting technology—thermal imaging cameras. The students embarked on an effort to raise the funds to provide Vernon's firefighters with these cameras. They organized a range of creative activities. They sponsored Tupperware Bingo, sold pens and pencils, sponsored games, collected cans, gathered food, sold 15,000 lollipops, established the "Change Makes a Difference" program, etc. With this dedication and commitment, they raised over \$36,000.

In the meantime, State Senator Bob Littell (R-Franklin) stepped in and through his leadership on the Senate Appropriations Committee, provided communities all across the state assistance to purchase the thermal cameras.

Undaunted, the young people rededicated themselves to helping reduce fire dangers. They changed their focus and purchased a "Safety House Trailer" for the various area fire departments to use in their fire prevention and training activities.

Clearly, these students had help—assistance from their teachers, community leaders, elected officials, and parents. All of them deserve our heartfelt thanks for their role in this project.

Mr. Speaker, I rise to commend and congratulate Lounsberry Middle School, its faculty and staff. But I also rise to offer, on behalf of the Sussex County community, my heartfelt thanks to its students. They are great Americans and their actions typify the kind of community dedication that has made America strong.

INTRODUCTION OF THE FAIR BALANCE PRESCRIPTION DRUG ADVERTISEMENT ACT OF 2001

HON. FORTNEY PETE STARK

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 27, 2001

Mr. STARK. Mr. Speaker, I rise today to introduce the Fair Balance Prescription Drug Advertisement Act, a bill to deny tax deductions for unbalanced direct to consumer (DTC) pharmaceutical advertising placing more emphasis on product benefits rather than risks or failing to meet Federal Food, Drug and Cosmetic Act Requirements.

The bill will ensure that DTC advertisements are presented in a fair manner, balancing risks and consequences. Print ads would be required to display pros and cons in equal typeface and space, and on the same or facing pages. If the advertisements ran onto additional pages, those pages would have to be consecutive with the first pages. In television and radio ads, risk and benefit descriptions would be allotted equal airtime and volume level. Pharmaceutical companies who do not follow these guidelines will not be eligible for an advertising tax deduction.

Since the FDA relaxed restrictions on television advertising in 1997, DTC advertising has soared. Drug companies' advertising expenditure doubled between 1998 and 2000.